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HISTORIC

LAKE

HAMPLAIN.

S. R. STODDARD.

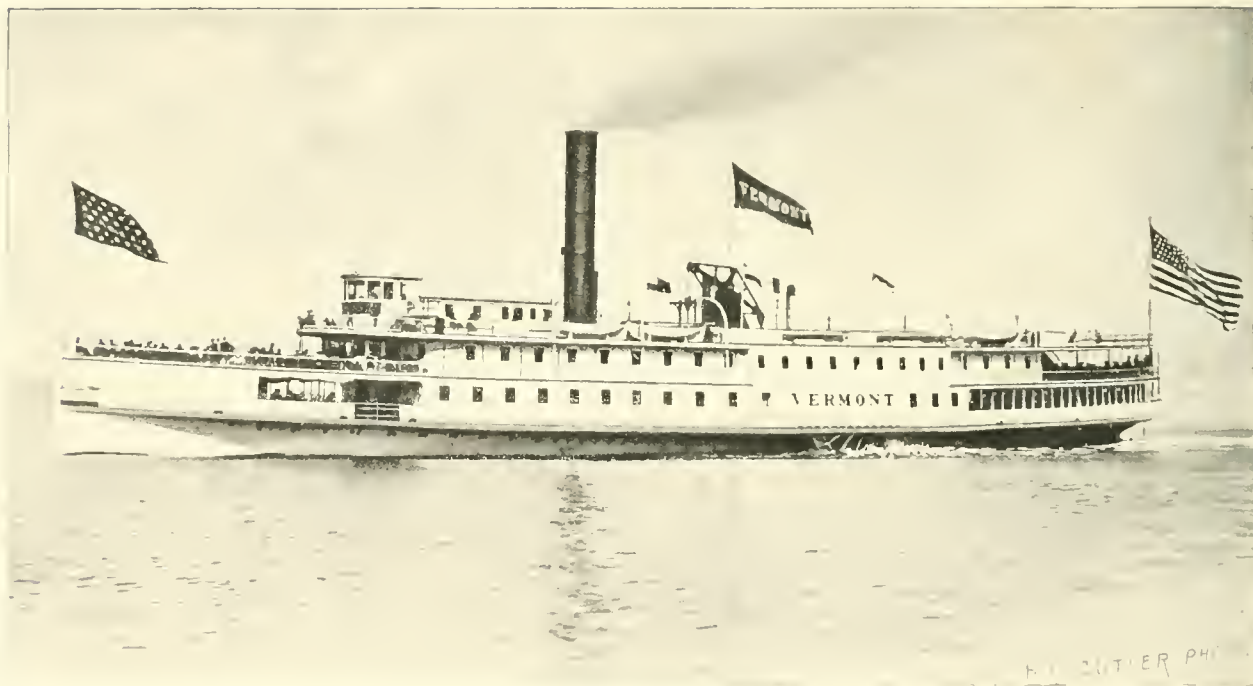
HISTORIC LAKE CHAMPLAIN.

A BOOK OF PICTURES.



IN the year 1609, when Hendrick Hudson sailed from the south up the river which now bears his name, a Frenchman—Samuel de Champlain—came from the north with a war-party of Hurons to give battle to their hereditary enemies of the Five Nations. The Indians called the lake Cani-adere-quarante, which translated means "The Lake that is the Gate of the Country." To the French it was known as "Mere les Iroquois." Champlain gave it his own name. Of old it was the dangerous middle ground where warring savages played in a bloody sea-saw. Later it became the pivotal point where France and England contended for the prize of a continent, in which England drew the prize. Fort Ticonderoga was the first British stronghold to surrender to the Americans. At Valcour was fought the first naval battle of the Revolution and Plattsburg saw the last bloody engagement with the Mother Country. Just two centuries after Champlain's visit, and one year after Fulton's steamboat came up the Hudson, the first steamboat was launched on Lake Champlain.

The waters of Lake Champlain flow northward and empty through the Richelieu River into the St. Lawrence. The length of the lake from Whitehall to Fort Montgomery is $107\frac{1}{4}$ miles. Measuring north into Missisquoi Bay on the east side (which extends down into Canada and is separated from the outlet by Alburgh Tongue), its extreme length is 118 miles. North of Burlington is its greatest width, which is about $12\frac{1}{8}$ miles. Its elevation above tide is 99 feet; its greatest depth (at a point $1\frac{7}{8}$ miles south-east of Essex landing) is 399 feet. The principal islands are near the north end, the two largest, known respectively as North Hero and South Hero, and collectively as Grand Isle, a county of Vermont. On the east is Vermont, stretching away in a broad, cultivated plain that gradually ascends to the ridge of the Green Mountains. Along the southern and central portion of the lake the rocky, western shores come abruptly to the water's edge, and rise ridge on ridge, into the Adirondack Mountains. Here and there are bits of cultivated land and breaks in the mountains that are gateways to the Wilderness. Farther north the mountains fall away from the lake and a level, well-cultivated country presents itself. Along its western edge runs the Delaware & Hudson Railroad. On the east the Rutland Railroad touches near Burlington, from which point it crosses over through the waters to South Hero and continues northward to Alburgh and beyond.



STEAMER VERMONT.

Trip from Plattsburgh to Fort Ticonderoga mornings and return in the afternoon. 263 feet long, 35 feet beam (63½ feet beam over all). It has 45 state rooms for passengers, is electric lighted and has electric search light.



STEAMER TICONDEROGA.

Built in 1906, 220 feet long, 59½ feet beam over all Trip from Westport to St. Albans Bay mornings, returning afternoons.



SOUTH FROM FORT TICONDEROGA RUINS.

Mount Independence is on the left. At the right just outside the view is Fort Ticonderoga landing (23 miles from Whitehall), where Steamer Vermont is taken for the trip through the lake north to Plattsburgh.



FORT TICONDEROGA RUINS.

From midway between the main fort and a smaller one, built by Dieskau in 1755 and named "Carillon." The part shown was commenced by Montcalm and completed by the English after its capture by Amherst in 1758. It was surrendered by the English to Ethan Allen, May 10, 1775, being the first stronghold captured by the Americans in the Revolution.



RUINS OF FORT TICONDEROGA. PARADE AND BARRACKS FROM THE EAST.

Centrally on the east face of the officers' quarters outside stairs led up to a door of the second story, where Ethan Allen made his historic demand of Captain De la Place. In the foreground is the chimney hole of the underground room; in the distance Mount Defiance, where Burgoyne planted guns, compelling the evacuation of the fort by St. Clare, July 4, 1777.



UNDERGROUND ROOM.

Entered from cellar at east angle of Parade. Some say it was the magazine, some the garrison bakery. There were underground rooms at the north and west angles also as clearly shown by depressions there in 1873.



APPROACHING PORT HENRY FROM THE SOUTH.

At the right is Chimney Point, at the left Crown Point lighthouse, beyond which are the ruins of Fort Frederick. At the left outside the view are the extensive ruins of Crown Point.



LOOKING SOUTHEAST FROM CROWN POINT RUINS.

Crown Point lighthouse in distance. Fort Frederick at the extreme left (built by the French in 1731). A bit of the ruins remain and portions of stone pavement of the town of 1500 inhabitants that existed here at that time are still to be seen.



RUINS OF CROWN POINT.

Shows parade and parts of barracks. This fort was commenced by Amherst in 1759 and completed later at a cost of upwards of two and one-half million pounds sterling, yet never fired a gun. It was captured by Seth Warner, May 11, 1775, the day following Ethan Allen's capture of Ticonderoga, and abandoned by the Americans in 1777 on the approach of Burgoyne's irresistible force from the north.



BULWAGGA BAY

Looking south from Port Henry Landing. In the distance on the extreme left (outside the view) are the ruins of Crown Point and the shore where is believed by best authorities to have occurred Champlain's battle with the Iroquois.



WESTPORT-ON-LAKE CHAMPLAIN.

25 miles north of Fort Ticonderoga. Gateway to the Adirondacks via Elizabethtown and Keene Valley. Steamboat landing at extreme left. Westport Inn centrally on high ground.



BARN ROCK,

On the west shore, three miles north of Westport Landing. The name is supposed to be a corruption of "barren rock."



THE PALISADES

Extending along the west shore north of Barn Rock.



SPLIT ROCK MOUNTAIN

On the west side of Lake Champlain, terminating in "Split Rock," eight miles north of Westport.



SPLIT ROCK FROM THE NORTH.

In old Indian treaties this was held to mark the boundary line between the tribes of the St. Lawrence and the Mohawk Valley.



THE RED ROCKS OF LAKE CHAMPLAIN.

On the west shore of Willsborough Bay. A "D. & H." train entering Red Rock tunnel from the north.



LOOKING NORTHWEST FROM NEAR BURLINGTON.

Juniper Island and lighthouse at the right. At the left in the distance are the Adirondack Mountains. Rock Dunder at left of center is believed to be the "Rock Regio" mentioned often in Colonial records.



BURLINGTON, VERMONT.

Southern entrance to harbor. 15,000 inhabitants. Fourth largest lumber market in the United States. The city rises gradually to a considerable height not indicated in the picture because of the low point of view



PORT KENT FROM THE SOUTHEAST.

Landing for Au Sable Chasm, three miles inland by electric car. Railroad station at left outside the view. Trembleau Hall is in the grove at the extreme right.



LAKE CHAMPLAIN FROM HOTEL AU SABLE CHASM.

Looking east. Port Kent is at the north end of Trembleau Mountain, shown on the right. Mount Mansfield, the highest of the Green Mountain range, 4360 feet above tide, shows centrally in the distance.



HOTEL CHAMPLAIN FROM THE EAST

On Bluff Point, 308 miles from New York and 77 from Montreal. Belongs to and is operated by the "D. & H." Company.



EAST FROM HOTEL CHAMPLAIN.

Steamer approaching Bluff Point Landing from the north. Across the lake are North and South Hero Islands. Valcour Island is seen at the right. Further south between this island and the west shore occurred the first naval battle of the Revolution, Oct. 11, 1776, between the British under Sir Guy Carlton and Americans under Benedict Arnold, in which the latter were defeated at great cost to the enemy.



NORTH FROM HOTEL CHAMPLAIN.

At the left is Cumberland Bay, where occurred the Battle of Plattsburgh between the English under Captain Downie and Americans under Commodore MacDonough, Sept. 11, 1814—the last naval engagement between America and the mother country. The common sailors and marines killed in the battle were buried on Isle San Michel (then called Crab Island), shown at the right. Centrally is Cumberland Head, with Plattsburgh in the bight of the bay. Just north of Bluff Point is Cliff Haven, site of the Catholic Summer School.



A GLIMPSE OF PLATTSBURGH FROM THE HARBOR.

Terminus of steamer trip, three miles north of Bluff Point, 74 miles south of Montreal; principal gateway to the Adirondacks from the east via the Lake Placid branch of the "D. & H." An important army post is here just south of the city.



THE WESTPORT INN, WESTPORT-ON-LAKE CHAMPLAIN.

A thoroughly well appointed house, with superior table, mountain spring water, excellent drainage, wide piazzas, with a superb view of the Lake and Mountains. Capacity 150. Rates, \$1 per day; \$17.50 to \$35 per week.

Golf Club House with Billiard and Pool Tables and Shower Baths. Champlain steamers land at foot of grounds four times daily. Convenient excursions on lake. Open June 15 to October.

H. P. Smith, manager of "The Foothills," Nordhoff, Southern California, general manager.



TREMBLEAU HALL-ON-LAKE CHAMPLAIN.

WHEN visiting Au Sable Chasm stop at Trembleau Hall, Port Kent-on-the-Lake. Free carriage to boats and trains. Rates per day, \$2.50 and upward. Trolley to the Chasm fifteen minutes. Cars stop at entrance to hotel grounds. Farrell & Adgate, proprietors, Port Kent, N. Y.



HOTEL AU SABLE CHASM.



OTEL AU SABLE CHASM commands the head of the Chasm, and on the east a long slope to the shores of Lake Champlain. It affords accommodations for 200 guests. It has modern improvements, electric lights, artesian well water, livery, golf, tennis. The table is superior. Rates \$4.00 per day, \$12.00 in cottages and \$15.00 to \$21.00 per week in hotel, with special rates to families. Meals will be furnished excursion parties to any desired number on notice one day in advance. Electric car connects with boats and trains at Port Kent and 'bus runs to all trains at the Chasm station. Hotel and Chasm are under one management. For particulars address

J. Henry Otis, General Manager,

Au Sable Chasm, N. Y.



